

## **2009 DRAFTING REQUEST**

### **Bill**

Received: **12/15/2008**

Received By: **agary**

Wanted: **As time permits**

Identical to LRB:

For: **Administration-Budget**

By/Representing: **Byrnes**

This file may be shown to any legislator: **NO**

Drafter: **agary**

May Contact:

Addl. Drafters: **jkreye**

Subject: **Transportation - mass trnst/rail**

Extra Copies: **EVM, MES, CMH, JK**

Submit via email: **YES**

Requester's email:

Carbon copy (CC:) to: **aaron.gary@legis.wisconsin.gov**

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### **Pre Topic:**

DOA:.....Byrnes, BB0264 -

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### **Topic:**

Regional transit authority enabling legislation

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### **Instructions:**

See attached

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Handwritten signatures and initials: 2/6/09, 7/6/09, and other marks.

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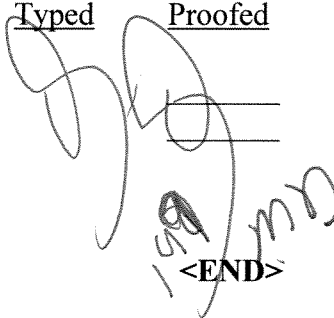
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## 2009-11 Budget Bill Statutory Language Drafting Request

- Topic: RTA Enabling Legislation
- Tracking Code: BB0264
- SBO team: Tax, Transportation and Budget Development Team
- SBO analyst: Tyler Byrnes
  - Phone: 266-1039
  - Email: tyler.byrnes@wisconsin.gov
- Agency acronym: DOT
- Agency number: 395
- Priority (Low, Medium, High): High

Intent: Please prepare a draft giving local governments the ability to combine to form regional transportation authorities.

### Provisions relating to formation:

All political subdivisions, including counties, should be allowed to join by passing identical resolutions through the subdivisions governing body. Also, additional subdivisions should be allowed to join an existing transit authority through the same mechanism. Referendums should not be required for the creation of a transit authority. Participating subdivisions should have control over the decisions about the make up of the transit authority governing body. The existing Southeastern Regional Transit Authority should be made permanent, with provisions added allowing for the inclusion of other subdivisions if they so chose.

### Provisions relating to funding:

Regional transit authorities should be allowed to levy up to a .5% sales and use tax, expressly, the revenue of which is solely dedicated to transit funding. The

12/18 f/c w/ Tyler

- explained differences b/w new RTAs and existing KRM RTA
- intent is to facilitate the transition from the current KRM RTA to the new RTAs
- he has been working from Leg Co draft + study materials/notes

department of revenue should collect the tax, and distribute it to the transit authorities in a manner similar to the collection and distribution of the county sales tax.

**Provisions relating to transit authority powers:**

The transit authority should have the power to manage the both transit funding and system operation, including contracting with existing transit operators in the area until the RTA governing body deems it appropriate to begin providing transit services with its own equipment. Funding should be allocated based on where it is needed most within the transit authority, not based on where the revenue was collected. The transit authority should be vested with the power to conduct planning activities within the region. Furthermore, the transit authority should have the ability to incur debt through issuing bonds.

**Provisions relating to transit authority withdrawal or dissolution:**

Subdivisions should be allowed to withdraw from a transit authority if the subdivision's governing body passes a resolution supporting withdrawal and plans are made for meeting whatever financial obligations are still outstanding.